## JAY GOULD'S OPTIMISM.

HE THINKS HE CAN GIVE NEW-YORK RAPID TRANSIT.

ALL THAT HE ASKS IS THAT THE CITY GIVE HIM WHATEVER HE DEMANDS-HIS PROPOSED PLAN.

For \$10,549,348 Jay Gould will give to the New-York eighteen miles of new elevated railroad, and promises that the proposed structares shall be in effect, as well as in name, rapid transit. Mr. Gould and Julien T. Davies were at the meeting of the Rapid Transit Commission esterday to present and expatiate on the plans. istant Corporation Counsel Harris was also on and to look after the city's interests when the gathering was called to order. The plans were laid out on the table, and while the Commission was waiting for the stenographer Mr. Gould exained them in an undertone.

Mr. Steinway then rose and said that Mr. Davies could explain the case of the elevated Mr. Davies replied that he presented, on behalf of the president of the elevated road, a petition for its extension, under the section of Rapid Transit Act which provided for such extension (Section 32). He asked for the power conflect with other railroads and with steam to extend the road, to give it more facilithe streets it now occupies, and other facilities for operating it. He described the ute, beginning at the City Hall station, through Centre-st. into Canal-st., to Watts-st., to Hudsonst., and then south to Battery Place to the present He declared that it connected the East and West Side lines and the Brooklyn Bridge, and that there was no intention of charging extra fare. Apparently the company will not charge any extra fare on its new lines, and it would be possible to ride all over the city of New-York for

The first proposition is to build an elevated railroad from the City Hall station through Centreto Canal-st. through Canal-st. to Watts-st. and from Watts-st., to West-st., thus forming a complete crosstown line. It will cross Broadway and connect with the Sixth-ave. line at South Fifth-ave. and Canal-st. It will strike the Ninthave. line at Watts and Greenwich sts., and one block further on will run into the West-st. line. This West-st. line is the second of the lines which it is proposed to build. It will start from the present Battery place station, striking into West-st, and continuing up West-st, past the various ferries to Bloomfield-st. This street is only a block long, running from West-st. to the river. At that point West-st. runs into Tenth-ave. and the road will continue up Tenth-ave. for two blocks until Fourteenth-st. is reached. It will turn into teenth-st., connecting with the Ninth-ave. line and stopping at the Sixth-ave, line.

It is proposed also to connect the Ninth-ave.

In the Number of Control of the Stribave. In the Greenwidest. In the Stribave line in Greenwidest. In the Stribave line. It will carry fig who want to cross over to Jersey stopher. Destroeses. Chambers at the stribave line in the Stribave line. It will carry fig who want to cross over to Jersey stopher. Destroeses. Chambers at the stribave line is the Stribave City visitors will be stribed in the Stribave City visitors will be stribed to the stribed line. It was a state of the Stribave line in th

line at Sixty-fifth-st. and get on the Sixth-ave. tracks at Thirty-third-st. The company also wants to build a double-track road from Ninth-st. and Third-ave, through the Bowery to Chatham Square, to occupy the centre of the street, straddling the street-car tracks.

The following colloquy fully explains what Mr Gould wants to do:

Mr. Davies—Of course these routes are to be ex-tensions of the Manhattan Company's lines, and the passengers are to be allowed to pass from one part of the structure to another without the payment of ad-ditional fares. That is it, Mr. Gould, as I under-

passengers are to be allowed to pass from one part of the structure to another without the payment of additional fares. That is it, Mr. Gould, as I understand it?

Mr. Gould—Yes.

Mr. Davies—Now, for instance, here at the City Hall, people coming across the Brooklyn Bridge would go through Centre-st, and Canal-st, and at the corner of West Broadway and Canal-st, and at the corner of West Broadway and Canal-st, and at the corner of West Broadway and Canal-st, and the corner of West Broadway and Canal-st, and the corner of West Broadway and Canal-st, and the corner of West-st, and Greenwich-st, they could connect with the Ninth-ave. West Side line. If they chose to keep on, they could connect with and take any one of the Hudson River ferries, and by going to Battery Place, they would have access to the South Ferry.

The Chairman—Starting from the City Hall station? Mr. Davies—At the City Hall station.

The Chairman—Do you contemplate to connect with that same station?

Mr. Gould—No, it would be an extension of the present station; that is, there is room for two trains. The idea of that is this; there is a very large shopping trade that has grown up between Brooklyn and the streets from Fourteenth-st, to Thirty-third-st.

The Chairman—Very true.

Mr. Gould—And these shoppers could step off and take a train—we would run perhaps half hour trains to the Brooklyn Bridge. They divide off up there, and they could get off at Fourteenth-st, for the purpose of shopping.

The Chairman—That was the purpose of my question, to find that out.

Mr. Gould—It would make just double the number of trains. The Sixth-ave, would probably run nearly as many trains from there as the Third-ave. It would not change their relations at all.

Mr. Inman—That is not important. I suppose the idea was, in getting this up, to put in everything, and when the debates came up to see what was the most important for the public benefit.

Mr. Gould—That is not important. I suppose the idea was, in getting this up to see that was the most important for th

great public convenience.

Mr. Inman-What is this little red streak up here Mr. Inman—What is this fittle red streak up acre
(referring to map)!

Mr. Gould—The Pennsylvania road has been very
anxious that we should get in shape—because their
shopping trade all wants to go to Sixth-ave, too—and
the idea was to put that in so that Sixth-ave, too—and
the idea was to put that in so that Sixth-ave, trains
could run around as well as Ninth-ave, trains.

The Chairman—The idea I think that Mr. Inman has
in mind is whether you want to pass over or under
the structure.

Inman—That is a matter of mere detail. Of the commission would have to outline a plan

ourse the commission would have to outline a plan of structure.

Mr. Gould—The shopping trade that comes from Staten Island and New-Jersey and Brooklyn is very great, as any one can see that observes the travel, and is increasing also. In fact, the growth of the elevated radiroad business is principally shopping trade—midday trade. We have found by actual count that the number of people that go downtown in the morning and up in the afternoon is not increasing rapidly—that so-called trade that goes in the commission hours. That increase is perhaps 10 per cent, while the other is 70, so that the growth is a midday growth.

The Chairman—And the most desirable on that account?

Third-ave.

Mr. Spencer—Are you co-operating with the Bridge to-day in that matter?

Mr. Gound—Yes.

Mr. Spencer—There was a plan for that.

Mr. Gould—Yes, we are ready to do our share whenever it is in shape.

Mr. Spencer—Do you think the fact of an additional for of trains starting from there which would go up Sixth-ave, would be of any material relief to the Third-ave, crush on those platforms in the afternoon and morning?

Mr. Spencer—Do you think that much of the business that now goes up Third-ave, finds its way across the West Side from Third-ave, finds its way across the Mr. Spencer—I was under the impression not. I should thank the relief would be here, that people would come down there that now cross here to take the West Side line. If a man comes across the Brooklyn Eridge today and is going up to this part of the town he does not think of taking the Third-ave, line, but he walks over. He walks over because the distance to walk over. He walks over because the distance to walk over. He walks over because the distance to walk over. He walks over to the West Side line is further uptown than downtown. I am confident and of the opinion that sending your Sixth-ave, trains down there will accommodate a lot, but it will not relieve the second and Third-ave, lines to any considerable extent.

Mr. Gould—I am not sure, Mr. Spencer, but as much of that travel wants to go on the West Side as on the East. All the theatres are served by the West side lines.

Mr. Spencer—That is true.

Mr. Gould—Porking about 12 per cent months ago!

Mr. Gould—Purking the "grip" we fell off about 83,000 or \$4,000 a day.

The Chairman—The Third-ave., I presume, as yet carries the most passengers!

Mr. Gould—Porking the "grip" we fell off about 83,000 or \$4,000 a day.

The Chairman—The Third-ave., I presume, as yet carries the most passing of the troins creates tidal waves of atmosphere. A moving train creates a circulation and forces the bad atmosphere which stagmates in the crevices out and the air gets mixed. It is like tided to the crevices out and the air gets mixed. It is like the tides. There is no doubt that trains moving in the air are one of the great agencies of health in this city.

The Commission went into executive session, after which an adjournment was taken till Friday.

Side lines.

Mr. Spencer—That is true.

Mr. Gould—There is also all the shopping trade; and those two are a very large part of the trade.

Mr. Spencer—Still, Mr. Gould, the crowding on your Third-ave. platform at City Hall does not take place at a theatre hour or at a shopping hour; it takes place from 5 until 7, or 5 until half past 6 in the evening, showing that it must be New-York business men going protors. Mr. Gould-The heavy hour on the Third-ave. line is from 6 to 7. On the Sixth-ave. line it is an hour

washingt tial case of whose trial war faller, 1 think. Those people quit work earlier.

Mr. Gould—They are a different class of people.

Lawson N. Fuller—Let me say a word there. I go three-quarters of the time on the Third-ave. uptown and take a cable car across, and if the sixth-ave, line ran up there I would take that. And of course a great many other people would do the same thing.

Mr. Gould—We are extending the Suburban Road to that point. (Referring to map.)

The Chairman—Up to what street in the Annexed District on the Suburban Boad do you intend to go within a year or so?

Mr. Hush—I think so. (Mr. Davies here described another route.)

Mr. Gould—This red line through here (referring to map) shows the condition of the third track at this time. For instance, on the Third-ave, it is completed down to Sixty-seventh-st., and they show what is done below. And on the Ninth-ave, line it is now completed down virtually to Eighty-first-st., I believe. As soon as we get to Fifty-ninth-st, the idea was to run a series of trains in the morning by a third track, making the first stop from One-hundred and-twenty-fifth-st. to Fifty-ninth-st., and then scatter the business off. As soon as we are ready to do that, I think it will give a great relief.

The Chairman—In the Bowery up to Ninth-st., I suppose you would have to put pillars next to the horse car tracks in the centre.

Mr. Gould—Yes. (Mr. Davies here described the maps.)

inn in it.

Mr. Spencer—Is it a structure on which a higher rate of speed, for instance, can be successfully maintained! That is the leading question.

Mr. Gould—Oh, yes.

Mr. Davies—It is a heavier and stronger structure, I suppose, Mr. Gould, in every way, as compared with that we now have!

Mr. Gould—Yes.

Mr. Inman—The whole distance of this nearly half a mile is put down as so much a foot of completed road!

Mr. Gould—The estimated weight and cost per foot.
Mr. Inman—A completed road, three tracks?
Mr. Gould—Yes, the total estimated cost is given there on the map.
Mr. Inman—That would indicate about \$700,000

Davies—The estimated cost is \$333,258, Inman—That is for half a mile. Davies—Yes, it is, as you say, about \$700,000

Mr. Inman—That is for hair a mine.

Mr. Davies—Yes, it is, as you say, about \$700,000 a mile.

Mr. Gould—It is something on the plan of the suburban, which is a stronger structure than ours. I think the Suburban cost about \$1,000,000.

Mr. Inman—Somewhere in the fleighborhood of that. It is a heavier structure than anything in the Manhattan!

Mr. Gould—Yes. (Mr. Davies here continued to describe the maps.)

The Chairman—I notice in these elaborate plans you have only covered Manhattan Island. Have you have only covered Manhattan Island. Have you contemplated any future extension into the annexed District in addition to what you show us to-day! I see you stop right this side of Spuyten Duyvel.

Mr. Gould—Just about the time we were at work on these plans these Paris financial troubles came, and we came to a sudden stop. But we have thought of a plan of eventually bringing this line here treferring to map) so that we could run train right around. I think this is about our limit of rapid transit, about I throe-quarters of an hour. A man has just about enough time to read the papers going down and up.

The Chairman—But so far as the Etst Side is concerned, the Suburban Raliroad, that you contemplate from time to time to extend?

Mr. Gould—Yes.

The Chairmah—In this you do not go beyond the Harlem River and the Spuyten Duyvel. (Referring to map.)

Mr. Gould—No., sir. the Third to the Fighth aver

map.)
Mr. Gould—No., sir.
The Chairman—From the Third to the Eighth aves.,
that is a pretty bad stretch.
Mr. Gould—There is a good field there. If we get
Mr. Gould—There is a good field there. If we get
rapid transit there, it would build up very rapidly.
The Chairman—That is over a mile long from the
Third-ave, to the Eighth ave. It is a beautiful field.
Mr. Gould—How would it do to run over there and
up through here! (Referring to map.)
Mr. Inman—This part of the city lying in here from
Third-ave, to Sixth-ave, (below Fifty-ninth-st.), that is a
Third-ave, to Sixth-ave, (below Fifty-ninth-st.), that is a

Third-ave, to sixth-ave, (bersel)
bad spot.
Mr. Gould-They can get over here (referring to

bad spot.

Mr. Gould—They can get over here (referring to map).

Mr. Spencer—A great many go to that station, but it is not good to walk it in bad weather (referring to East Fifty-ninth-st, station).

East Fifty-ninth-st, station).

The Chairman—Do any of the Commissioners wish to ask any further questions?

Mr. Spencer—It seems to me that there are some important questions to be considered. Particularly this part of it up here, Mr. Gould, above Thirty-third-st, looks to the extension of business to be built up. Now, how is it proposed exactly to handle that additional business when it gets down town? It seems to me that that really is the problem, so far as the elevated road is concerned. There are far more facilities for picking up business up here, uptown, than they have for handling it, say below Thirty-third-st.

Mr. Gould—Yes.

Mr. Spencer—The crowding, the delays from crowding, the want of facilities, so far as the public complain of, are in the downtown district. Now, how will this remedy that difficulty?

Mr. Gould—Well, three-quarters of all that travel of the state of the second of all that travel of the second of the second

be an a level. That was fine question that you asked!
The Chairman—Yes, that was the question that was asked.
The Chairman—Yes, that was the question that was asked.
Mr. Davise—There was no idea of having any descent into the steect in order to get to the station or the new trains that were to be placed more than now the place of the place o

ing!

f. Gould—Oh, yes.
f. Spencer—Why!

f. Gould—Well, because a share of the travel would lat way.
f. Spencer—Do you think that much of the business now goes up Third-ave, finds its way across the total room Third-ave, after leaving Third-ave.!

f. Gould—Yes, a great deal of it.

f. Gould—Or s, a great deal of it.

f.

THE GALENA AND NINA WRECK.

THE COURT-MARTIAL IN LIEUTENANT-COM-THE SPECIFICATIONS NOT PROVEN-HE

tial case of Lieutenant-Commander George A. Bicknell, whose trial upon the charge of "suffering the sloop of

terday, said incorrectly that at the time of the assault upon him by the guards on a Second-ave. elevated maps.)

Mr. Spencer—In a general way, how does that structure differ from that which you now have!

Mr. Davies—It is somewhat heavier; there is more from in it. is that a woman was about to board the train, and that he courteously stepped aside and allowed her to pass in first, an act which everybody must recognize gentlemanly and proper, but Mr. Smith was not in her company at all. The guard shut the gate in Mr. smith's face. Being in a hurry to reach the South Ferry, he threw his valise on the platform of the rear car and then jumped over the gate after it. When the guards observed what he had done they assaulted him and it was for this that he brought the suit.

> JUDGE LACOMBE GRANTED NONE OF THE WRITS In the opinions dismissing the writs of habeas corpu in the cases of the four murderers of this city, Justice Harlan, of the United States Supreme Court, Intimated that a too free use of the writ of habeas corpus had been made in the Circuit Court. Judge E. Henry Lacombe heard most of the applications for writs. To a Tribune reporter who asked him about Justice Harlan's criticism, he said:

> "I have not seen the opinion yet, and do not know just what is meant by the phrase 'Too free use of the writ of heabeas corpus by the Circuit Court.' Certainly white court has not used the writ to any great extent; it was refused in each of the four cases just decided." In reply to another question by the reporter, judge Lacombe went on: "As to your suggestion that the petition might be taken under advisement and neither granted nor refused until the petitioner was hanged, that would certainly be a novel practice, and it seems to me not a very courageous one."

> > YOUNG VIRTUE A FORGER.

William Virtue, eighteen years old, of No. 38 Charlton-st., was arraigned before Commissioner Shields yes terday on the charge of forging the signature of several money orders. The youth was employed by E. & F. N. Spon, publishers of books on scientific subjects at No. 12 Cortlandt-st., as an office-boy at 84 a week. The firm's mail was sent upstairs in a kind of dumbwaiter, and Virtue helped himself to some of the let ters while they were being sent to the upper floor. He took money orders from the letters, signed the firm's name to them, and had them cashed. He obtained at least \$40 in this way. Postoffice Inspector Hartshorne made the arrest and Mr. Shields held Virtue in \$2,500 for examination on Tuesday.

THE YOUNG WOMAN SAW GILLESPIE FALL, At the trial in General Sessions yesterday of Frank A. McCormack, who, together with John and Martin Feeley, is charged with murdering Edward Gillespie at Thirty-eighth-st. and Second-ave. on November 22, Mamie Mahoney, nineteen years old, was an important witness for the prosecution. She was coming home from a ball on the night of the murder, and was alone, her companion having left her on account of a quarrel. She heard a shot, and saw four men standing on the corner under a light. She recognized all of them as corner under a ngm. She recognized all of them as acquaintances, and saw Gillespie stagger and fall. As she came up she saw McCormack bend over the wounded man, and heard him say, "You mustn't die." The Feeleys and McCormack then went away. The trial will go on fo-day.

that goes in the commission hours. That increase is perhaps 10 per cent, while the other is 70, so that the growth is a midday growth.

The Chairman—And the most desirable on that account?

Mr. Gould—And the most desirable on that account.

Mr. Davies—The Commissioner asked whether at the City Hall the two stations of the elevated road world. GETTING THE PRICES OF CLOTHING.

st. squad, and with some of the officers of the Fire He added: "I shall be note to help protect life and or so. The police go to fires to help protect life and property and to assist the firemen by keeping back the property and to assist the firemen by keeping back the crowds. In this case I think the order of Fire Chief Bonner should have been enforced. I have not known of such a case, in twenty-seven years' service, where of such a case, in twenty-seven years' service, where help the property and to sink. It is declared that it cost the barge.

The trial of the suit of Sarah Branagh against William P. Smith, brought by one of A. T. Stewart's Irish relatives to recover her alleged share of his estate, will be begun before Judge Wallace in the United States Circuit Court this morning.

a chief in command of firemen at a fire is better able to judge of the unsafe conditions of a building than a police captair could."

President McLean: "The law directs co-operation between the police and the firemen. The police must protect the firemen in the discharge of their duties. ction 282 of the Consolidation Act, however, clearly lays upon the pelice the duty of protecting life and operty. A policeman, if he is only a patrolman, ust be a judge of how he is to act, unless he is under the orders of a superior officer. A captain in com-mand of the police at a fire must decide about the profire chief in an emergency, although he can take the chief's advice. If the entire Police Board had been at that fire in West Broadway we could not have given an order to stop the trains. The captain had power

for protecting life and property."

Inspector Byrnes: "It has been the rule for the

Inspector Byrnes: "It has been the rule for the police to enforce any request by the fire chief at a fire."

Mr. Martin: "The fire chief should have power to command at a fire."

Inspector Byrnes: "I would like to receive some opinion from the Commissioners to enable me to send out an order which will prevent such a seeming mistake at another fire."

The Commissioners decided to let the subject rest until Inspector Byrnes had made his report. Chief Clerk Kipp was directed to inform the Fire Commissioners that an investigation was in progress.

The Board of Fire Commissioners yesterday approved of the report laid before them by President Purroy, in which it was stated that Chief Bonner, had acted properly in demanding the cessation of traffic on testixia Avenue Elevated Railroad, as he was the best judge as to when the safety of the public was imperilled by a fire. The report adds: "For the first time in many years there has been a failure of that co-operation of the Police and Fire Departments which the law directs and which, therefore, the public have a right to demand. I recommend that an immediate conference between the Police and Fire Departments be had, in regard to the questions arising out of the Franklin-st. fire, in order that an annicable agreement may be reached as to the future management of fires in this city, and in order that there may be no recurrence of the failure of the two departments cordially to co-operate.

SEVENTY-FIVE OF THE MILLERS OFF TO EUROPE. The Millers' National Association, at its second day's ons and elected officers. D. R. Sparks introduced a Executive Committee, with power to establish the bureau as soon as practicable, the expense of conducting the bureau has soon as practicable, the expense of conducting the bureau has soon as practicable, the expense of conducting the bureau has soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable, the expense of conducting the bureau has a soon as practicable and the bureau has a soon as a soon as practicable and the bureau has a soon as esolution which provided for the establishment of a ing the bureau being borne by its patrons.

The convention next passed a resolution requesting Congress to take steps to compel the carriers of the United States to furnish all shippers with a uniform bill of lading, in which the common law liability only of the carrier shall be expressed, and to secure the early establishment of a uniform classification, the rules and conditions whereof shall be just and reason-

dent, A. R. James, of Buffalo; vice-presidents, Henry L. Halliday, of Cairo, Ill., and L. C. Porter, of Winona Wis.; treasurer, S. H. Seamans, of Milwaukee, and secretary, Frank Barry, of Milwaukee. The Executive Committee is as follows: William Sanderson, of Mil-waukee; W. E. Kniekerbocker, of Albion, Mich.; C. B. Cole, of Chester, Ill.; A. C. Loring, of Minneapolis, and

Cole, of Chester, Ir., of Buffalo. Mr. Sanderson was elected chairman.

In the evening the millers were entertained at the theatres atia at private parties given by members of the Produce Exchange. To-day a party of seventy-live of the millers will sail for Europe on the steamer City of New-York. The steamer will sainte the Produce Exchange as she sails down the river. At noon a party of the millers will board the steamer The Grand Republic at Pler No 1, North River, for a sail around the Bay.

THE AMERICAN FLAG IS NOT CONTBABAND. The revenue cutter Grant tied up at Pier No. 3, Easi River, a few days ago. Her colors were flying, but a customs inspector came running down to the pier and shouted, "Ship ahoy! What is your nationality?"

The sailors on the cutter's deck simply stared at this trange question and one of them started to go ashore

"No, you don't," shouted the alert inspector as he seized the man. "I'm going to search your baguage before you land." And he held the sailor and searched his baggage, while the tar "hitched his breeches" and The inspector did not find anything of a grinned. The dispector the not had anything of a contraband nature in the man's baggage except the American flag. He did not confiscate it, however, and it is supposed that he eventually found out what was the nationality of the cutter.

The Surveyor has ascertained that Inspectors R. M. Welch and John W. Dost were on duty near the pier at the time. He wants to know which was the blunderer.

OPINIONS OF FISH COMMISSIONERS.

The Fisheries Commission at its meeting yesterday eceived a petition from along the shores of Long sland Sound favoring the devotion of more attention o the propagation of cod, weakfish and other salt-water food-fish along the coast. It was said that the coast fisheries were neglected, although they were really more important than the fisheries of trout, black bass and other "gamey" fish-in a word, that sport was put before utility. The Commission transacted a great teal of routine business, and granted eleven lots, covering between sixty and seventy acres, in Raritar Bay, for oyster grounds. The next meeting of the Commission will be held at Caledonia in June. The annual meeting of the American Fisheries Society, of which Commissioner Blackford is president, will be held in Washington in a short time. The Fish Commissioners will attend it.

WHO IS TO BE DEPUTY COLLECTOR!

There was a rumor yesterday that Collector Erhardt would soon fill the Deputy Collectorship made vacant by the promotion of Colonel Henry D. Stanwood to the auditorship of the Custom House. There is said to be a large number of candidates, but the most interesting report was that Chief Entry Clerk John Quackenbush night be promoted to the place. Ex-Judge Quacken bush has been in the Custom House since the war and is regarded as one of the ablest men in the service. He was elected a Police Justice in this city before the war, but has lived in New-Jersey for many years.

PUNISHING THE SLAYERS OF CHARLES HEALY. William Lloyd pleaded guilty to manslaughter in the second degree in General Sessions yesterday and was sentenced to seven years and six months in State prison. Lloyd, John Anderson and John Halliday were jointly indicted on the charge of killing Charles Healy. Anderson, who was found guilty of manslaughter in the second degree, was sentenced to be imprisoned for nine years and two months yesterday. Halliday, who turned state's evidence, has not been

THIS LOOKS BAD FOR CARLYLE W. HARRIS. Professor R. A. Witthaus, of Columbia College, has inished his chemical analysis of the stomach of Helen Potts, the young wife of Carlyle W. Harris, who is accused of causing her death by poisoning her. trict-Attorney De Lancey Nicoli refused yesterday to make public the result of the examination. It was said, however, that Hartis's case would come before the Grand Jury to-day or to-morrow. This indicates that the analysis revealed important evidence against

THE ITALIAN SOCIETY'S AGENT DISCHARGED. Guisipi Vicarro, who represented the Italian Society at the Barge Office, has been discharged. Professor Oldrini, the agent of the society, found that Vicarro

ployes, who killed a passenger on the road. The jury evidently believed Johnson's story.

a libel in the United States District Court against the steamboat Pilgrim, to recover \$800. It is alieged that on April 19 the Pilgrim raised such a swell as to cause a barge belonging to the Eerwind-White Com-

upreme Court-Circuit-Part 1-Before Andrews, J.on, Brannigan agt, the Mayor, No calendar,
upreme Court-Circuit-Part 11-Before Feach, J.2150, 2233, 141, 5312, 3377, 825-1, 3176, 382, 3010,
3187, 2973, 3576, 3074, 3390, 3538, 2572, 2334,
1998.

Nos. 2337, 197, 2442, 2477, 2357, 2431, 3022, 516, 5518, 5449, 2556, 2943, 2957, 2245, 2431, 3022, 516, 5518, 5169.

Supreme Court—Circuit—Part IV—Before Ingraham, J.—Nos. 1075, 3271, 2256, 3274, 3536, 1759.

Surrogate's Court—Before Ransom, S.—Will of Ann Maria Feliows, 10:30 a. m. For product—Wills of Sarah Cappell, W. A. Pullman, H. A. Vosburgh, Eliza Satidmore, John Carlin, James Leddy, 10 a. m.; John Prune, C. S. H. Tripp, George N. Miller, W. C. Smith, Anton Sayler, Benjamin Romaine, F. M. Snow, Michael Feley, C. G. A. L. Gaylord, 10:30 a. m.

Superior Court—Special Term—Before Sedgwick, C. J.—Motions.

Superior Court—Equity Term—Before Freedman, J.—Nos. 240, 229, 331, 271, 298, 241, 300, 301, 373, 729, 317, 323, 348, 355.

Superior Court—Equity Term—Part II—Before Gildersleeve, J.—Nos. 328, 90, 1475, 926, 1167, 2137, 1228, 1383, 1355, 624, 1188.

Superior Court—Trial Term—Part II—Before McAdam, J.—Nos. 1266, 1789.

Superior Court—Trial Term—Part III—Before Dugro, J.—Nos. 741, 1371, 2697, 1429, 1183.

Common Pieas—General Term—Before Allen, P. J., Blschoff and Pryor, JJ.—Nos. 5, 6, 18, 10.

Common Pieas—Trial Term—Part II—Before Bookstave, Common Pieas—Trial Term—Part II—Before Bookstave, Common Pieas—Trial Term—Part II—Before Bookstave, Common Pieas—Trial Term—Before Daly, C. J.—Motions.

ORPHAN ASYLUM SOCIETY ANNIVERSARY. The eighty-fifth anniversary of the Orphan Asylum Sc the institution yesterday afternoon. The annual report showed that during the last year fifty-six utterly destitute orphans and half-orphans had been admitted to the asylum, and forty-six discharged. There are at According to the physicians' report there has not bee

The report of the treasurer showed that the receipts for last year were \$73,655 29; the expenses were 865,219 93.

The Rev. Mr. Buchanan made an interesting address to the children. A programme consisting of recitations, a military drill by the boys and chorus singing by the children, closed the entertainment The officers of the society are: First directress, Mrs. The officers of the society are: First directress, Ars. Jonathan Odell; second directress, Mrs. R. M. Blatchford; treasurer, Miss Janet T. Sherman; secretary, Miss Pauline de T. Lentilhon; financial secretary, Mrs. J. G. Smødberg; registrar, Miss E. E. Auchincloss; recorder, Miss Florence Satterlee.

THE STOCK EXCHANGE ELECTION. The result of the annual election of the Stock Ex-

hange was announced yesterday as follows: change was announced yesterday as follows:

President, Watson B. Dickerman; treasurer, D. C. Hays; secretary, George W. Ely; chairman, James Mitchell; Governing Committee, to serve four years—F. L. Eames, James Weeks, W. M. Donald, P. W. Harding, C. I. Hudson, J. B. Dumont, W. B. Beekman, W. Carpender, C. Minzeshelmer and T. B. Williams; to serve three years—Henry G. Campbell; to serve one year—F. M. Thieriot; for trustee of the Gratuity Fund to serve five years—William Alexander Smith; for members of the Nominating Committee for 1892—L. C. Clark, H. C. Oakley, Theodore Wilson, Walter Bowne and E. H. Wales.

This ticket covered the independent nominations and

This ticket covered the independent nominations and Messrs. Donald, Hudson, Carpender, and Thierot de-feated for the Governing Committee F. T. Adams, H. C. Kretschmar, D. D. Parmly and W. Howard Gilder of the regular ticket. The votes of the successful independ-ent governors ranged from 490 for Mr. Donald to 391 for Mr. Carpender against votes for the successful regular nominees of from 658 for Mr. Campbell to 560 regular nominees of from 658 for Mr. Campon 10 500 for Mr. Minzeshelmer. The election of the independent candidates was the result of a sentiment that they best represented the Exchange in protecting its ticker service from possible extravagant charges.

The Governing Committee met resterday and re-elected John Hone, jr., vice-president. The usual committee was appointed to nominate the standing committees.

## **CarlH.Schultz's** Effervescent Mineral Waters.

MINERAL INGREDIENTS IN 100,000 PARTS.

Pullna Rissingen Bitter-Water... ALKALINE SALINE WATERS. Quadruple Carlsbad.
Double Carlsbad (Kreuzbrunnen)
Garlsbad (Kreuzbrunnen) MURIATED WATERS. Hemburg (Elizabeth Quelle) Artificial Saratoga Elizaberg (Enkerry) ALKALINE WATERS. ichy (Grande Grille) ...... MURIATED ALKALINE WATERS, ielters il lobenbarg (Constantinquelle).... Ems (Krancken) LITHIA WATERS. Lithia Water.
Contains Ricarbonate of Lithium
Viely and Lithia.
Contains Bicarbonate of Lithium
Carlshad with Lithia.
Contains, Bicarbonate of Lithium. 585 610 604 CHALYBEATE WATERS. Iron Water.
Contains Heartbanate of Iron.....
Pyrophosubale of Ir n.
Contains Pyrophosphate of Iron... PLAIN EFFERVESCENT WATERS.

The complete analysis of each water is on the bottle, and the waters are guaranteed to agree with these analyses 430 TO 440 FIRST AVENUE.



"Rather leans

on inward worth than outward show." If you trust to Pearline you can do both. It will show its worth in washing clothes and cleaning house, with half of the labor and none of the usual troubles. You will only be "tried" if you try to do without it. Nothing can sufferif you use it; everything will suffer if you don't.

Beware lous grocers will tell you "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, and if your grocer sends you something in place of Pearline, do the honest thing—send it back. 223 JAMES PYLE, N.Y.

EDISON'S EXHIBIT AT THE FAIR.

WHAT HE PROMISES IN THE WAY OF AN ELEC-TRICAL AND PHOTOGRAPHIC COMBINATION.

Chicago, May 12 .- Thomas A. Edison arrived here to-day. When asked if he had an electric novelty in store for the Columbian Exposition, he said: "Well, I have a thing in view, but the details are yet somewhat hazy. My intention is to have such a happy combination of photography and electricity that a man can sit in his own parlor and see depicted upon a the Fair, each little muscle of the singer's face will be seen to work, every color of his or her attire will fights. The whole scene, with the noise of the blows, talk, etc., will be truthfully transferred. Arrange

stock and race ticker."

Thomas M. Waller, first vice-president of the National Fair Commission, was to-day declared the choice of the director-general and the foreign affairs committee to be the chief of the department of foreign affairs. His headquarters will be in London and he will have branch bureaus in Paris, Vienna and other large cities.

CUBAN CIGARS MADE SMALLER TO SAVE DUTY. Chicago, May 12 .- John W. Linck, a special agent of the Treasury, recently stationed in New-Orleans, arrived in Chicago under special orders to investigate a phase of the McKinley tax upon Cuban cigars that the impairing the revenue expected from the tobacco trade. Mr. Linck has discovered that the Cubans have got away ahead of Uncle Sam without committing any frand and nothing can stop them.

a pound and 25 per cent ad valorem duty. The old duty was \$2 50 a pound and 25 per cent ad valorem. The new law sent the prices of Cuban cigars up according to the increase, but soon dealers began to sell Cuban clgars at the old prices. An investigation resulted in the discovery that Cuban eigarmakers have been for some time making their eigars light. They wrapped sult of saving from two to three pounds in every increased duty does not bear any harder than the old tariff, and the only difference to the smoker is that he gets a slightly smaller cigar losely wrapped. Mr. Linck's inquiries in this city have developed the fact that all Cuban sellers are cytting two and three pounds out of every 1,000 cigars. Mr. Linck will continue his investigations in Eastern cities.

Hartford, Conn., May 12 .- At yesterday afternoon's are conducted on the public school system and are in session during the whole year, except in August. A visit the old Lebanon War Office June 15, with the Connecticut Historical Society. These officers were elected for the ensuing year: President, Jonathan Trumbull, of Norwich; vice-president, F. J. Hill, of a single case of "grip" during the last year. Two cases of pneumonia and five cases of scarlet fever were successfully treated. No death has occurred from any of Middletown; chaplain, the Rev. W. Deloss Love, of Hartford; board of munagers-Franklin H. Hart, of Hawthord; Dr. Rufuss W. Griswold, of Rocky, Hill; Lucius P. Deming, of New-Haven; Isaac N. Bar-tram, of Sharon; Hobart L. Hotchkiss, of New-Haven; John A. Porter, of Hartford; Rowland B. Lacey, of Bridgeport; James O. May, of Naugatuck; Captain Henry R. Jones, of New-Hartford; Meigs H. Whaples, of Hartford; F. D. Robbins, of Wethersfield; Frank T. Maxwell, of Rockville; Jonathan F. Morris, of Hart-Maxwell, of Rockville; Jonathan F. Morris, of Hattford; Dr. L. B. Almy, of Norwich; W. W. Lee, of
Meriden; General E. S. Greely, of New-Haven; Henry
C. Robinson, of Hartford; Josiah M. Hubbard, of
Middletown; J. H. Swartwout, of Stamford; Dr.
W. A. M. Wainwright, of Hartford, and Judge R. S.
Pickett, of New-Haven. The last six were elected
delegates to the next convention of the National
Society, General Greely being delegate-at-large.

NEW PROFESSORS AT YALE.

New-Haven, May 12 (Special).-The corporation of Yale University to-day selected Professor Edward L. Curtis, of McCormick Theological School, Chicago, as professor of the Hebrew language and literature in the Yale Divinity School, and Frank C. Porter as professor of Biblical theology. Professor Curtis is a graduate of Yale in the class of 1874. He is regarded as a man of accurate scholarship and high attainments in his branch of study. At McCormick Seminary he has proved himself a successful and popular instructor.

Professor Day retains the office of dean, and will give

some instruction to optional classes. Mr. Porter is a graduate of Beloit College. He took his degree at the Divinity School in 1886, and subsequently received the university degree of Ph. D. During the last two years he has given instruction in Biblical theology. He has given special attention to the Jewish literature contemporary with Christ and the Apostles.

LAUNCH OF A DOUBLE SCREW FERRYBOAT.

Newburg, N. Y., May 12 (Special).-About 100 prominent railroad and steamboat men came from New-York with their families to-day to witness the aunch of the second of the new double-screw ferryboats, the Bremen, for the Hoboken Land and Im-provement Company, at Thomas Marvel & Co.'s yard. The boat ran off the ways smoothly at 2:07 o'clock, A third boat of the same model, the Hamburg, is well under way in the yard. The Bremen is 222 feet over all, forty feet wide, and sixty-two feet over guards, with seventeen feet depth of hold.

INSPECTOR BISSELL'S HEAD DROPS OFF. Angus Bissell, a relic of the Cleveland-Magone egime of the Custom House, and an inspector on the Special Treasury Agent's staff, received a letter from secretary Foster yesterday, informing him that his services would not be required after May 15. Bissell is a consin of "Baby" Bissell, Mr. Cleveland's former law partner. The report was that Bissell's friends in Buffalo sent telegrams and letters to Mr. Foster in Bissell's behalf. As inspector he received 84 a day.

A NEW THEOLOGICAL PROFESSOR INSTALLED. Lancaster, Penn., May 12 (Special).-The Rev. John Calvin Bowman was installed to-night as professor of New Testament Exegesis in the Reformed Theological Seminary. The subject of his inaugural address was "The Interpretation of Scripture Progressive." The new professor's work will begin with the opening of the next seminary term.

A NEGRO LYNCHED IN MARYLAND. Baltimore, May 12.-Asbury Green, colored, sen-

tenced to twenty-one years in the penitentiary yes-terday, at Centreville, Md., for an assault on Mrs. Howard Tolson, of Kent Island, on February 28, 1891, was taken from the jail at Centreville by a masked body of men this morning, soon after 1 o'clock, and hanged to the limb of a tree.

MORE SOLDIERS ARRESTED AT WALLA WALLA. Walla Walla, Wash., May 12.-Eight more soldiers were arrested by the military authorities last night, for complicity in the lynching of Hunt. This makes six-tem now in custody.